



FILED
9-14-16
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BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

A1609010

Application of the California High-Speed Rail Authority to construct proposed high-speed tracks and rail-rail grade separation (MP 181.59) over UPRR's existing mainline track (MP 195.12) in Fresno County, California.

Application No. _____

APPLICATION

The California High-Speed Rail Authority (CHSRA or Applicant) hereby respectfully requests authority from the California Public Utilities Commission (CPUC or Commission) to construct, as part of the proposed California High-Speed Train System (CHSTS), proposed tracks and a rail-rail viaduct grade separation at the Union Pacific Railroad's existing mainline track near the San Joaquin River in the County of Fresno.

In support of this application the Applicant asserts that:

1. The Applicant's exact legal name is California High-Speed Rail Authority and CHSRA is a public agency formed pursuant to the California High-Speed Rail Act (California Public Utilities Code § 185000 *et seq.*).
2. The Applicant's principal place of business is California High-Speed Rail Authority, 770 L Street, Suite 620; Sacramento, CA 95814. The main telephone number is (916) 324-1541.
3. All correspondence, communication, notices, orders and other papers relative to this application should be addressed to: Bruce W. Armistead, Director of

Operations and Maintenance, at the above address and at the following e-mail address: Bruce.Armistead@hsr.ca.gov. Mr. Armistead is an employee of CHSRA and the Applicant's authorized agent.

4. The proposed rail-rail crossing is a part of the California High-Speed Train Project Construction Package 1 (CP1 Project), which is the first construction package of the CHSTS. CHSRA is working cooperatively with the stakeholders along the corridor, which include government agencies and railroads.

The CP1 Project limits begin in Madera County in the north and extend south through the City of Fresno, into unincorporated Fresno County. The CP1 Project length is approximately thirty miles and consists of two CHSTS mainline tracks, generally aligned in a north-south direction.

Grade separations allow for the safe and simultaneous movement of highway and rail modes of travel. With that consideration, the proposed highway-rail and rail-rail crossings of the CP1 Project include nineteen (19) new grade separations, modification of thirteen (13) existing at-grade crossings to grade separations, and modification of six (6) existing grade separations. Eight (8) existing public at-grade crossings and one (1) grade separated crossing are proposed to be closed. No new at-grade crossings are proposed for the CP1 Project.

For the protection of the general public and CHSTS passengers, the CHSTS will be a closed corridor. Unauthorized access to CHSRA right-of-way will be protected with the use of a continuous Access Restricted (AR) fence or barrier. The typical AR fence consists of an eight foot (8 ft) welded wire mesh, which is more resistant to climbing and forced entry than chain link fence. When required by CHSRA criteria, expanded metal mesh fence or barrier walls will be used. In addition to the AR fence or barrier walls, intrusion monitoring and detection is proposed. CHSRA will employ security services to enforce right-of-way access restrictions.

The overhead contact system, which will supply energy to the rail vehicles, is consistent with the requirements of General Orders 26-D, 95, 128 and 176.

5. This application and relief sought herein is filed pursuant to Sections 1201 through 1205, inclusive, of the Public Utilities Code and in accordance with Rule 3.10 of the Commission's Rules of Practice and Procedure.
6. The CHSRA, in cooperation with the Union Pacific Railroad (UPRR) and the California Department of Transportation District 6 (Caltrans), proposes to construct two CHSTS mainline tracks on the San Joaquin River Viaduct structure over UPRR's track. The proposed crossing is located between the San Joaquin River and Herndon Avenue. The viaduct is an aerial structure that carries the proposed tracks over the San Joaquin River and the UPRR's existing mainline track at mile post 195.12 on its Roseville Division, Fresno Subdivision. Along the viaduct the track roadbed is typically supported on a series of columns, however at the rail-rail crossing the proposed tracks are supported on a pergola structure that straddles the existing UPRR track. The pergola structure width varies centerline of column to centerline of column from 116'-0" to 118'-7 1/4". The total viaduct length is 4741'-4", of which the pergola structure length is 1625'-0".

The existing UPRR mainline track will remain at-grade and will be protected in-place. Under the pergola structure, future track expansion or realignment by UPRR is accommodated with a 100' wide operating corridor (50' on each side of the existing track).

7. At the proposed crossing, the CHSTS mile post is 181.59 along its Sierra Subdivision, the proposed CPUC crossing number is 135S-181.59-T. No DOT number is assigned as they are not required for rail-rail crossings.
8. The legal description for the location of the proposed CHSTS grade separation above the UPRR track (Rule 3.10 (a)) is provided in Exhibit A, attached hereto and made a part hereof.
9. The crossing identification numbers of the nearest existing public crossings on each side of the proposed crossing are as follows:

The nearest existing crossing to the north is at Avenue 7 and the UPRR's Roseville Division, Fresno Subdivision mainline track in the County of Madera, with CPUC No. 001B-193.70-A and DOT No. 760966M.

The nearest crossing to the south is at Herndon Avenue and the UPRR's Roseville Division, Fresno Subdivision mainline track in the County of Fresno, with CPUC No. 001B-195.80 and DOT No. 757312B.

10. CP1 Project design drawings showing the general vicinity, proposed horizontal alignment and profile for the two CHSTS tracks in relation to the existing track and local features, and typical cross sections (Rules 3.10 (b), (c), and (d)) are provided in Exhibit B, attached hereto and made a part hereof.

As shown on the design drawings and as summarized in the following table, the minimum permanent and temporary clearances meet or exceed the clearances required by General Order 26-D. No temporary clearance exceptions are requested.

Clearances	Minimum Vertical	Minimum Horizontal
CHSRA Permanent	N/A	>10' to OCS Pole
CHSRA Temporary	N/A	N/A
UPRR Permanent	23'-4"	>25'
UPRR Temporary	>22'-6"	>25'

11. In support of the proposed San Joaquin River Viaduct grade separation, letters of concurrence from Caltrans and UPRR are provided in Exhibits C1 and C2 (Rule 3.10 (e)), attached hereto and made a part hereof.
12. The CHSRA, as the lead agency under the provisions of the California Environmental Quality Act (CEQA), prepared the *Final Environmental Impact Report/ Environmental Impact Statement (Final EIR/EIS) for the Merced to Fresno Section of the California High-Speed Train Project*. The Federal Railroad Administration (FRA) was the lead agency under the National Environmental Policy Act (NEPA). The Notice of Determination (NOD) for the *Final EIR/EIS* was certified on May 3, 2012 (State Clearinghouse No. 2009091125), and the Record of Decision (ROD) was dated September 18, 2012. The *Final EIR/EIS for the Merced to Fresno Section* of the California High-Speed Train Project was provided to the Commission (Rule 2.4) on archival and standard CD-ROM/DVD

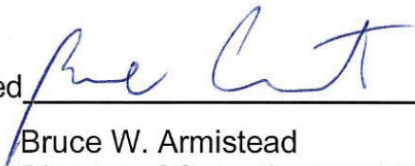
as Exhibit D to Application A. 15-10-007. A Notice of Availability for the *Final EIR/EIS* and Certificate of Service are filed in support of this application.

13. Attached hereto as Exhibit D is the Scoping Memo for this application.
14. Attached hereto as Exhibit E is the Verification for this application.

WHEREFORE, the Applicant respectfully requests:

1. That the Public Utilities Commission of the State of California issue an Order authorizing construction of the rail-rail grade separation of CHSTS tracks and UPRR track pursuant to the provisions of Sections 1201-1205, inclusive, of California Public Utilities Code.
2. That the Order provides thirty-six (36) months from the date of such Order within which to complete the work requested.

Signed



Bruce W. Armistead
Director of Operations and Maintenance
California High-Speed Rail Authority
770 L Street, Suite 620
Sacramento, CA 95814
Tel: (916) 324-1541
E-Mail: Bruce.Armistead@hsr.ca.gov

List of Application Exhibits

Exhibit A	Crossing Legal Description
Exhibit B	Project Drawings B1 – Vicinity Map B2 – Structure Drawings B3 – Guideway Drawings
Exhibit C	Local Project Support C1 – Caltrans Concurrence C2 – UPRR Concurrence
Exhibit D	Scoping Memo
Exhibit E	Verification

Supporting Documentation

Notice of Availability

Final EIR/EIS for Merced to Fresno Section of the California High-Speed Train Project

Certificate of Service

Exhibit A

Crossing Legal Description

EXHIBIT "A"
LEGAL DESCRIPTION

The land referred to herein below is situated in the City of Fresno, County of Fresno, State of California:

MF-10-0230-1 (EASEMENT)


Being a portion of that parcel of land conveyed to Central Pacific Railway Company in Document recorded in Volume 881 of Official Records, Page 215, Fresno County Records, said parcel also shown as "No 11" and "E" on Southern Pacific Company Right-Of-Way and Track Map V-104/26, lying in Section 32, Township 12 South, Range 19 East, Mount Diablo Base and Meridian, more particularly described as follows:

COMMENCING at the most westerly corner of said parcel; thence along the southwesterly line of said parcel, South 56°26'06" East, 565.45 feet to the **POINT OF BEGINNING**; thence continuing along said line, South 56°26'06" East 913.26 feet to the most southerly point of said parcel; thence North 22°45'40" West, 48.83 feet to a point; thence South 56°29'00" East, 942.41 feet to a point on the southerly boundary of said Union Pacific Railroad; thence along said southerly boundary, South 79°42'49" West, 184.56 feet to southwesterly line of said Union Pacific Railroad right of way; thence along said southwesterly line, North 56°26'06" West, 1462.00 feet; thence; leaving said southwesterly line, North 12°41'00" East, 90.75 feet to a point: thence North 51°48'00" West, 188.20 feet to the **POINT OF BEGINNING**.

Bearings and distances are based on the California Coordinate System of 1983, Zone 4, Epoch 2007.00 as shown on Record of Survey, Book 58, Pages 71-72, Fresno County Records. Distances are US. Survey Feet. Distances are grid distances. Multiply distances by 1.00006895 to obtain ground level distances.

END DESCRIPTION

This land description has been prepared by me, or under my direction, in conformance with the requirements of the Professional Land Surveyor's Act.


Erwin D Backlin II
Professional Land Surveyor
California No. L7765



4/4/2016
Date

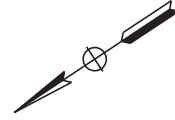
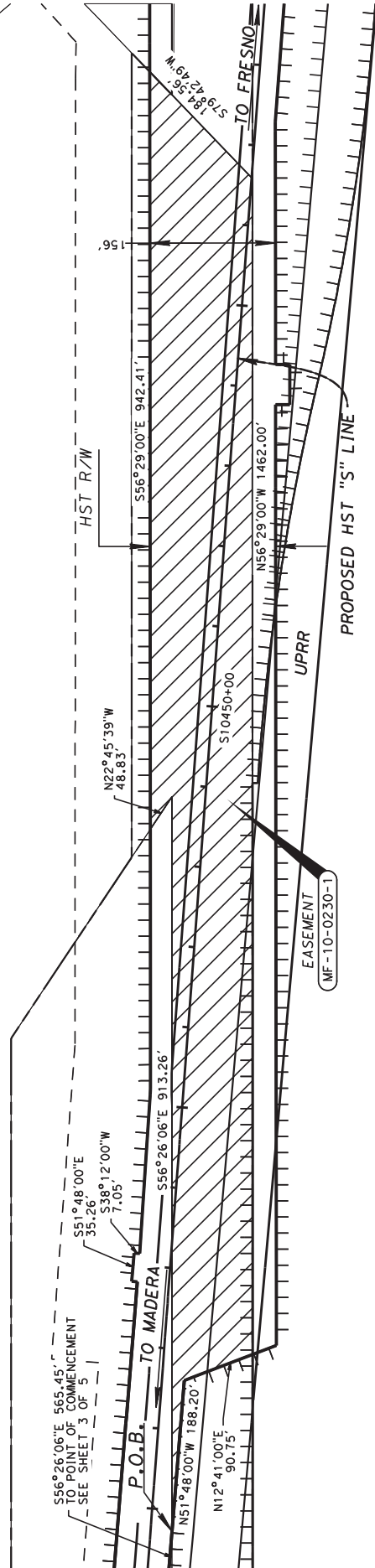
CITY OF FRESNO

COUNTY OF FRESNO

T.12S. R.19E. M.D.M.

SECTION 32

NOTE: The State of California or its officers or agents shall not be responsible for the accuracy or completeness of digital images of this map.



GOLDEN STATE BLVD

STATE OF CALIFORNIA
CALIFORNIA STATE TRANSPORTATION AGENCY
HIGH-SPEED RAIL AUTHORITY

RIGHT OF WAY PLAT EXHIBIT EXHIBIT B



SECTION	COUNTY	SUB'N.	PARCEL	MP	SHEET NO.	TOTAL SHEETS
CP-1	FRE	S			2	4

EXHIBIT "A"
LEGAL DESCRIPTION

The land referred to herein below is situated in the City of Fresno, County of Fresno, State of California:

MF-10-0265-1 (EASEMENT)

Being a portion of the Union Pacific Railroad right of way, lying within Sections 32 and 5, Township 13 South, Range 19 East, Mount Diablo Base and Meridian, also being a portion of the land described in the deed from Southern Pacific Railroad Company, a Corporation to Central Pacific Railroad Company, a Corporation, recorded September 23, 1893 in Book 168 page 485 of Deeds, Fresno County Records, said portion described as follows:

COMMENCING at the Scott McKay Monument set for the northeast corner of Section 5, in Township 13 South, Range 19 East, Mount Diablo Base and Meridian, per corner record number 7171 on file at the Fresno County Surveyor's Office; thence along the north line of said Section 5, North 89°35'01" West, 1100.28 feet to the **POINT OF BEGINNING**; thence leaving said north line, South 56°30'19" East, 300.73 feet to a point; thence South 56°23'00" East, 68.43 feet; thence South 37°03'45" West, 70.07 feet to a point on the aforesaid southwesterly line of said Union Pacific Railroad; thence along said southwesterly line the following (3) courses:


1. North 56°26'06" West, 642.36 feet; thence
2. North 46°30'36" West, 406.10 feet; thence
3. North 56°26'06" West, 297.55 feet; thence

leaving said southerly property line of Union Pacific Railroad, North 79°42'26" East, 144.33 feet to a point on the northerly property line of said Union Pacific Railroad; thence along said northerly property line, South 56°26'06" East, 193.46 feet to a point; thence leaving said northeasterly line, South 33°36'26" East, 260.05 feet to a point; thence South 56°30'19" East, 437.82 feet to the **POINT OF BEGINNING**.

Bearings and distances are based on the California Coordinate System of 1983, Zone 4, Epoch 2007.00 as shown on Record of Survey, Book 58, Pages 71-72, Fresno County Records. Distances are US. Survey Feet. Distances are grid distances. Multiply distances by 1.00006895 to obtain ground level distances.

END DESCRIPTION

This land description has been prepared by me, or under my direction, in conformance with the requirements of the Professional Land Surveyor's Act.

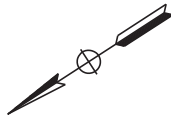

Erwin D Backlin II
Professional Land Surveyor
California No. L7765



4/4/2016
Date

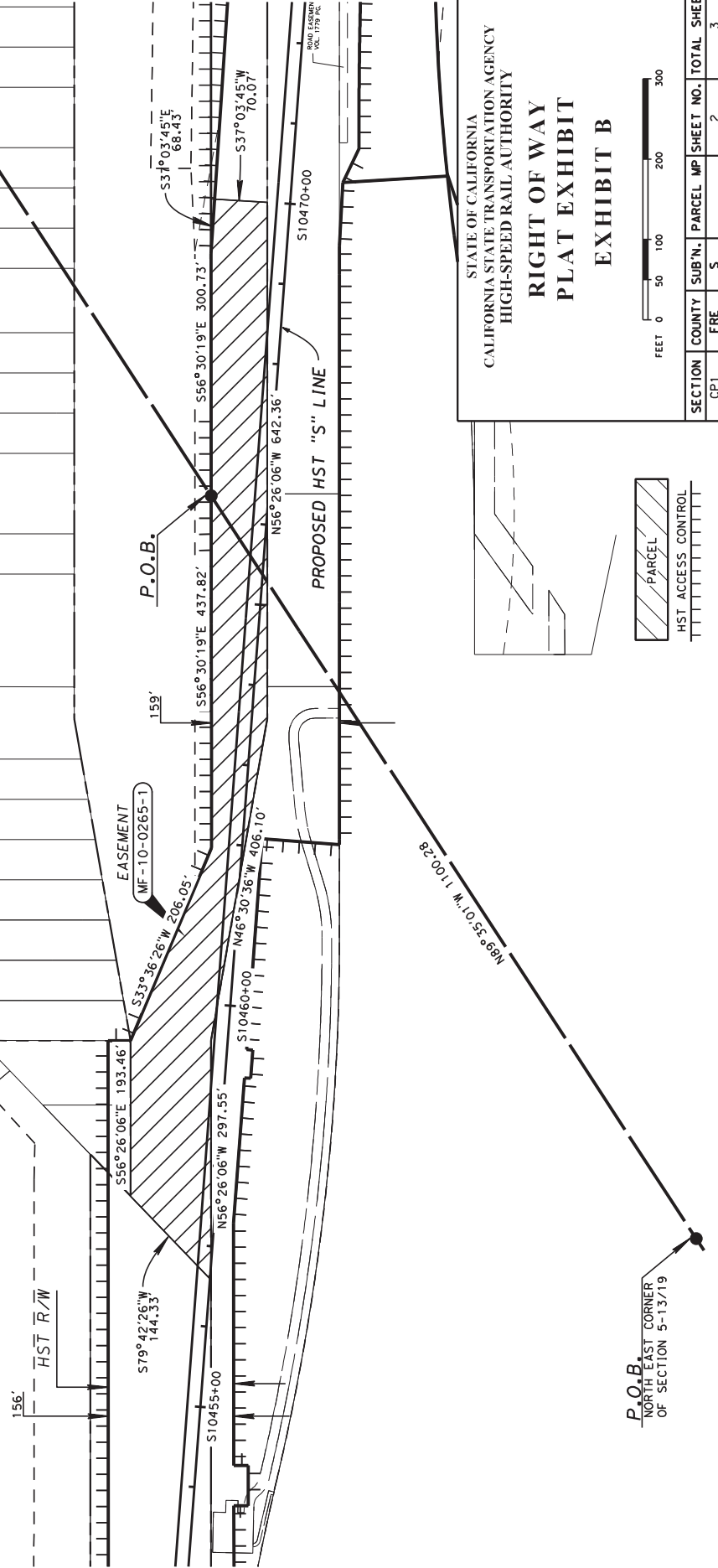
NOTE: The State of California or its officers or agents shall not be responsible for the accuracy or completeness of digital images of this map.

T.12S. R.19E. M.D.M.
COUNTY OF FRESNO
SECTION 32



N. WEBER
W. CATTEN
W. DELVAN

N. WEBER



P.O.B.
NORTH EAST CORNER
OF SECTION 5-13/19

PARCEL
HST ACCESS CONTROL

FEET 0 50 100 200 300

STATE OF CALIFORNIA
CALIFORNIA STATE TRANSPORTATION AGENCY
HIGH-SPEED RAIL AUTHORITY
RIGHT OF WAY
PLAT EXHIBIT B
EXHIBIT B

SECTION	COUNTY	SUB'N.	PARCEL	MP	SHEET NO.	TOTAL SHEETS
CP1	FRE	S		2		3

Exhibit B

Project Drawings

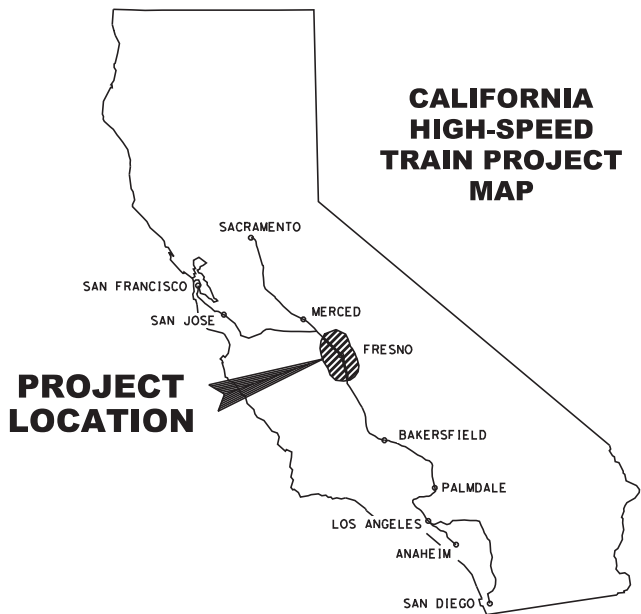
Exhibit B1 – Vicinity Map

Exhibit B2 – Structure Drawings

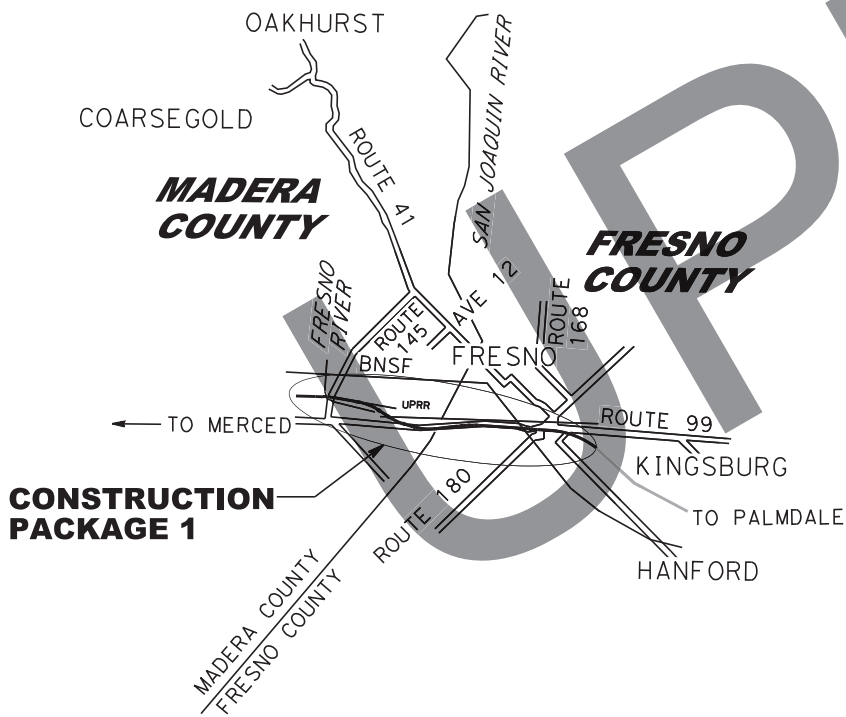
Exhibit B3 –Guideway Drawings



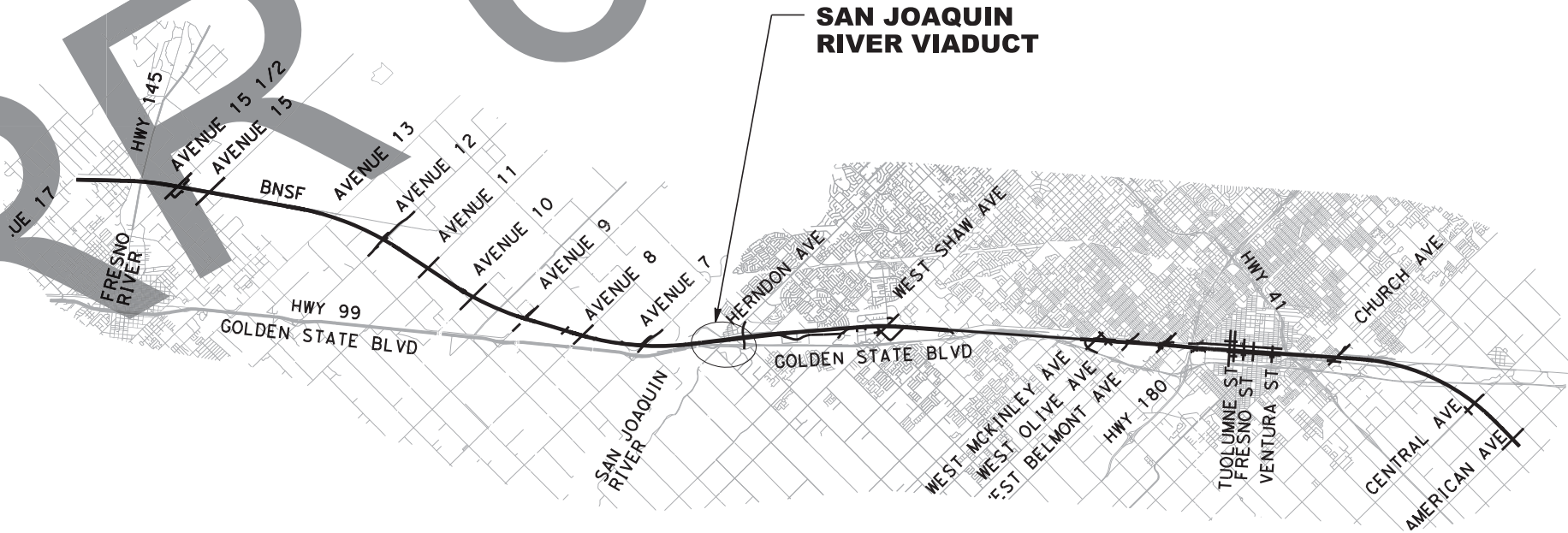
CALIFORNIA
HIGH-SPEED RAIL AUTHORITY



60% DESIGN SUBMITTAL
CALIFORNIA HIGH-SPEED TRAIN PROJECT
CONSTRUCTION PACKAGE 1
SAN JOAQUIN RIVER VIADUCT - ATC






PROJECT LOCATION MAP



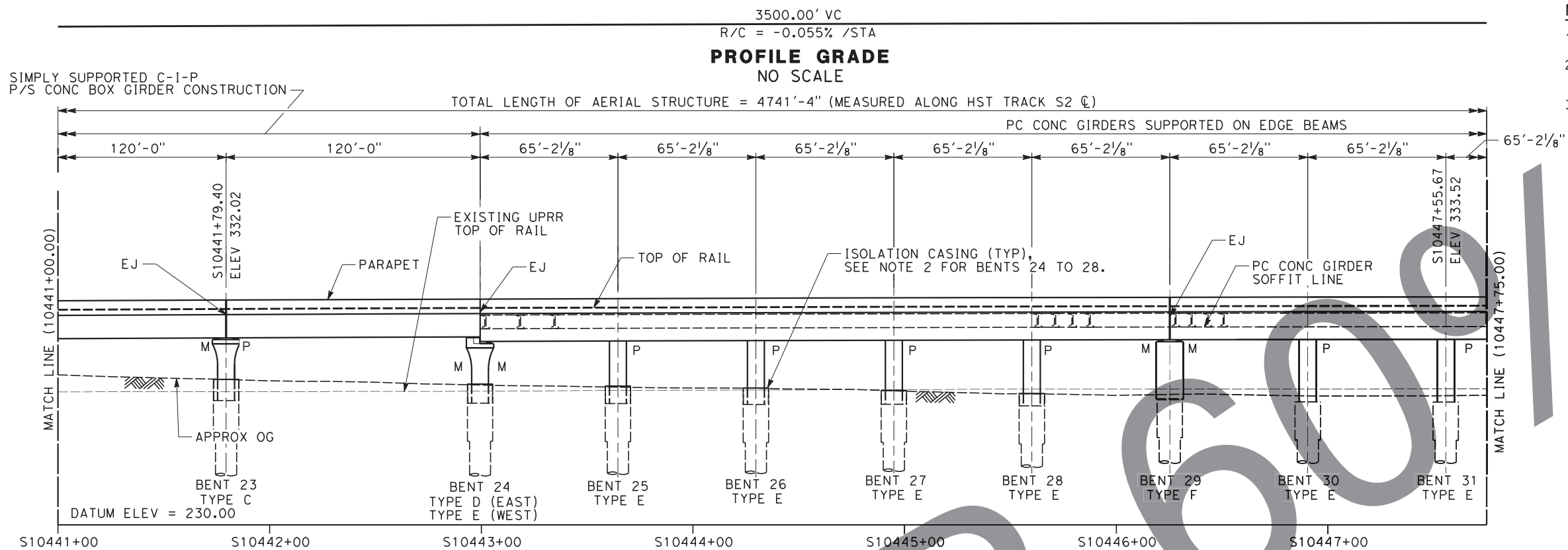
CONSTRUCTION PACKAGE 1 MAP

NOTE: UPAL REFLECTS ALL ROW UPDATES THROUGH 10/29/15.

FID: S-AS-180.9

						DESIGNED BY D. JONES	<div><div></div><div></div><div></div><div><i>A joint venture</i></div></div>	CONTRACT NO. HSR13-06
						DRAWN BY J. PATTON		DRAWING NO. ST-J0002-SJA
						CHECKED BY R. WONG		SCALE NO SCALE
						IN CHARGE D. JONES		<div>Exhibit B 1-1</div>
						DATE 01/07/2016		
A	01/07/16				60% DESIGN SUBMITTAL			
REV	DATE	BY	CHK	APP	DESCRIPTION			

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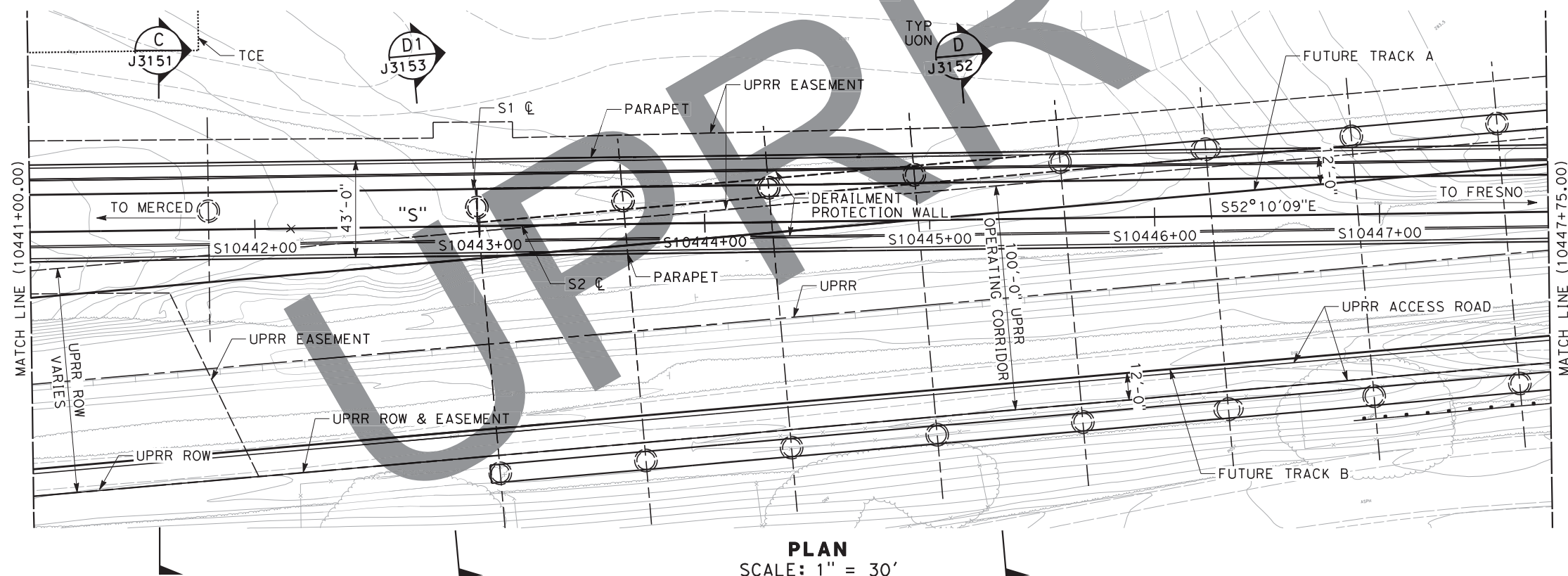
NOTES:

1. FOR NOTES, SEE DRAWING NO. ST-J1100-SJA.
2. ISOLATION CASING FOR BENT 24 TO 28 ARE REQUIRED ON EAST COLUMNS ONLY.
3. FOR SPANS 24 THROUGH 48, PC CONC GIRDERS NOT SHOWN FOR CLARITY.

LEGEND:

- P PINNED CONNECTION
- M CONNECTION IS FREE TO MOVE LONGITUDINALLY

**ELEVATION
SCALE: 1" = 30'**



FID: S-AS-180.9

F	05/31/16				90% DESIGN SUBMITTAL
E	01/07/16				60% DESIGN SUBMITTAL
D	08/31/15				TYPE SELECTION REPORT SUBMITTAL - REV 1
C	08/25/15				DESIGN BASELINE REPORT PART 5 REV 1
B	03/27/15				TYPE SELECTION REPORT SUBMITTAL
REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY
D. JONES

DRAWN BY
J. PATTON

CHECKED BY
S. BAJZEK

IN CHARGE
D. JONES

DATE
05/31/2016

**NOT FOR
CONSTRUCTION**

CALIFORNIA HIGH-SPEED
TRAIN PROJECT CP-1
AGREEMENT NO.4 HSR13-06
SUBMITTAL REVIEW IN
ACCORDANCE WITH BOOK 2,
PART B - GENERAL
PROVISIONS - SECTION 61.2

APPROVED

SIGNED _____

DATE _____

Tutor Perini

ZACHRY

PARSONS
A joint venture



**CALIFORNIA HIGH-SPEED TRAIN PROJECT
CONSTRUCTION PACKAGE 1**

SAN JOAQUIN RIVER VIADUCT - ATC
GENERAL PLAN AND ELEVATION
SHEET 5 OF 7

CONTRACT NO.
HSR13-06

DRAWING NO.
ST-J1104-SJA

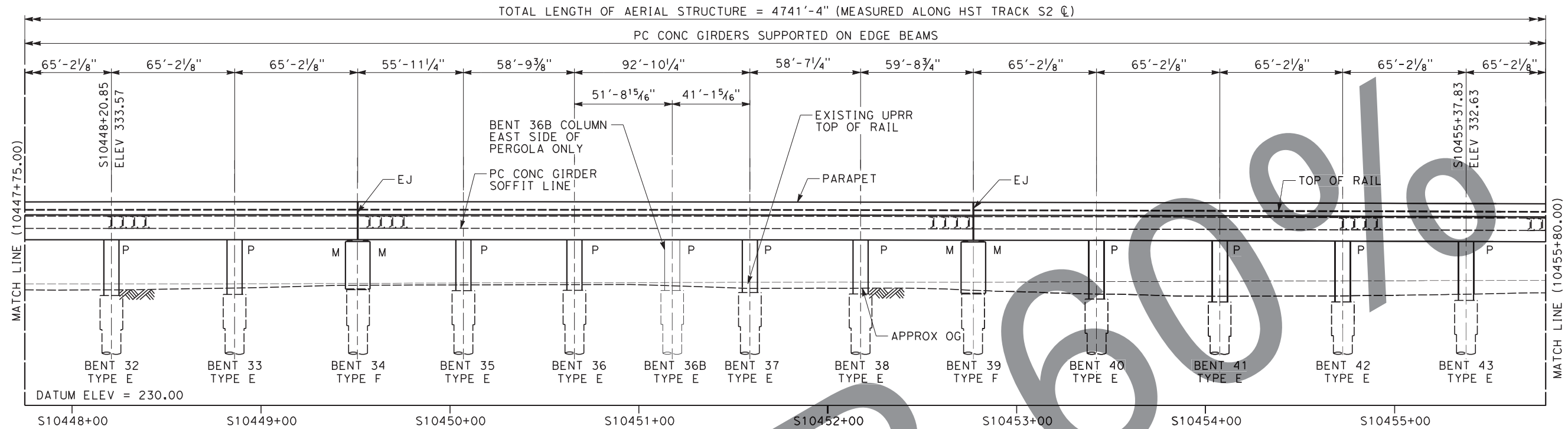
SCALE
AS SHOWN

Exhibit B 2-1.1

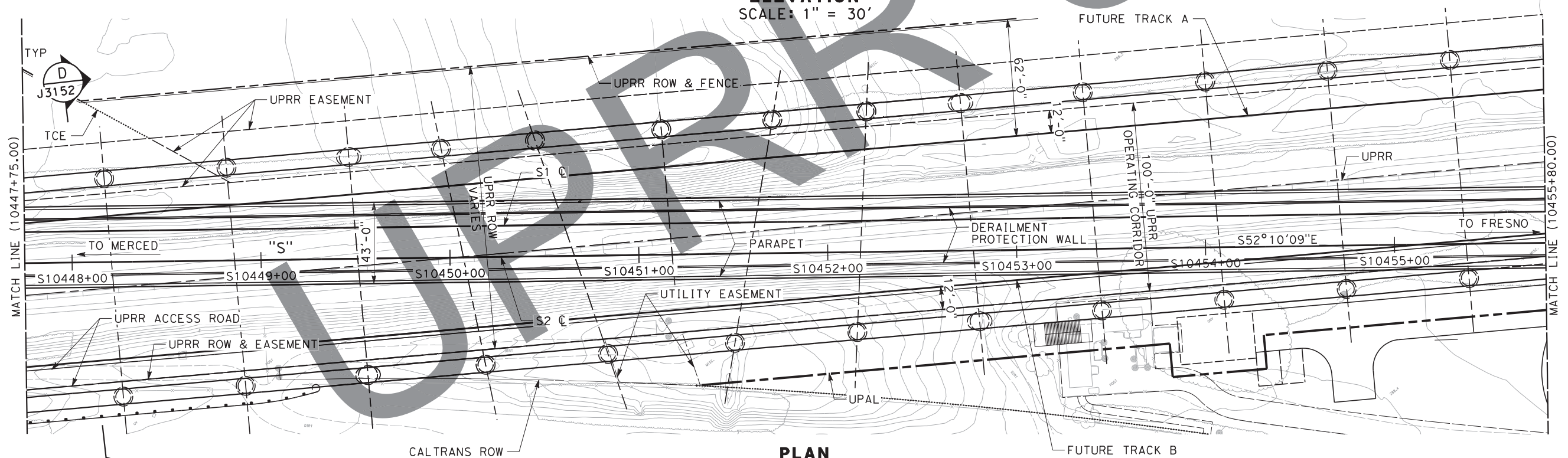
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PROFILE GRADE
NO SCALE

3500.00' VC
R/C = -0.055% /STA



ELEVATION
SCALE: 1" = 30'



PLAN
SCALE: 1" = 30'

NOTES:

1. FOR NOTES, SEE DRAWING NO. ST-J1100-SJA.
2. FOR SPANS 24 THROUGH 48, PC CONC GIRDERS NOT SHOWN FOR CLARITY.
3. SPAN LENGTHS SHOWN ARE MEASURED ALONG S2 C.

LEGEND:

- P PINNED CONNECTION
- M CONNECTION IS FREE TO MOVE LONGITUDINALLY



FID: S-AS-180.9

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E	01/07/16				60% DESIGN SUBMITTAL
D	08/31/15				TYPE SELECTION REPORT SUBMITTAL - REV 1
C	08/25/15				DESIGN BASELINE REPORT PART 5 REV 1
B	03/27/15				TYPE SELECTION REPORT SUBMITTAL
REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY D. JONES
DRAWN BY J. PATTON
CHECKED BY S. BAJZEK
IN CHARGE D. JONES
DATE 05/31/2016

**NOT FOR
CONSTRUCTION**

CALIFORNIA HIGH-SPEED TRAIN PROJECT CP-1 AGREEMENT NO.4 HSR13-06 SUBMITTAL REVIEW IN ACCORDANCE WITH BOOK 2, PART B - GENERAL PROVISIONS - SECTION 61.2
APPROVED
SIGNED _____
DATE _____

Tutor Perini

ZACHRY

PARSONS
A joint venture



**CALIFORNIA HIGH-SPEED TRAIN PROJECT
CONSTRUCTION PACKAGE 1**

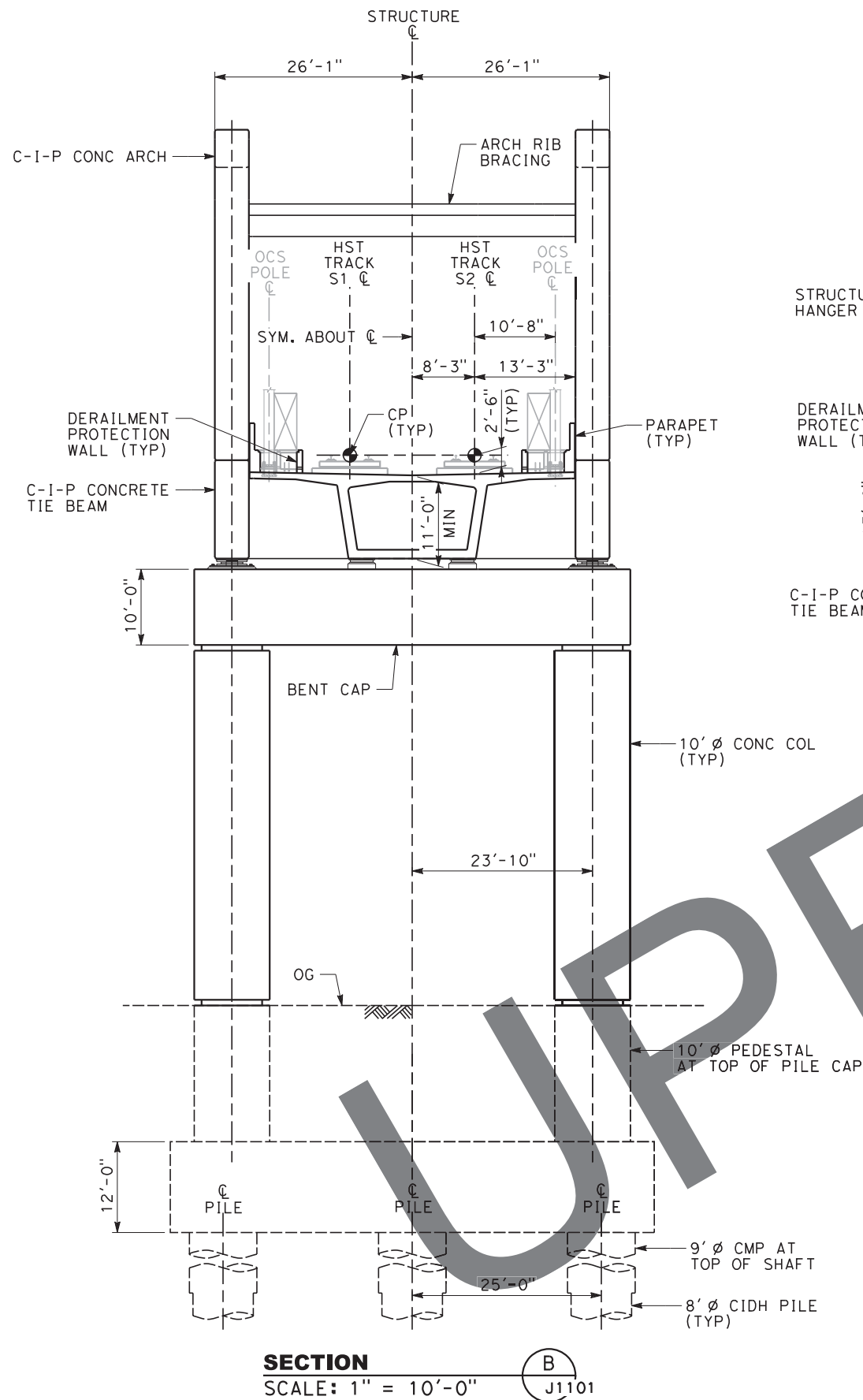
SAN JOAQUIN RIVER VIADUCT - ATC
GENERAL PLAN AND ELEVATION
SHEET 6 OF 7

CONTRACT NO. HSR13-06
DRAWING NO. ST-J1105-SJA
SCALE AS SHOWN

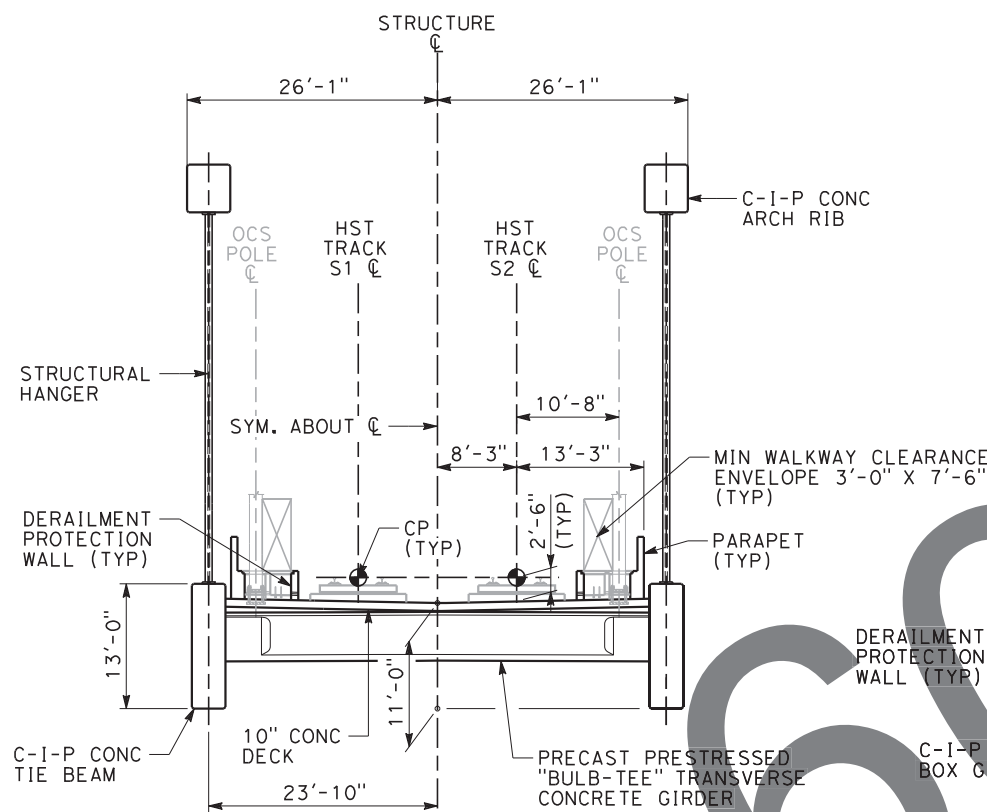
Exhibit B 2-1.2



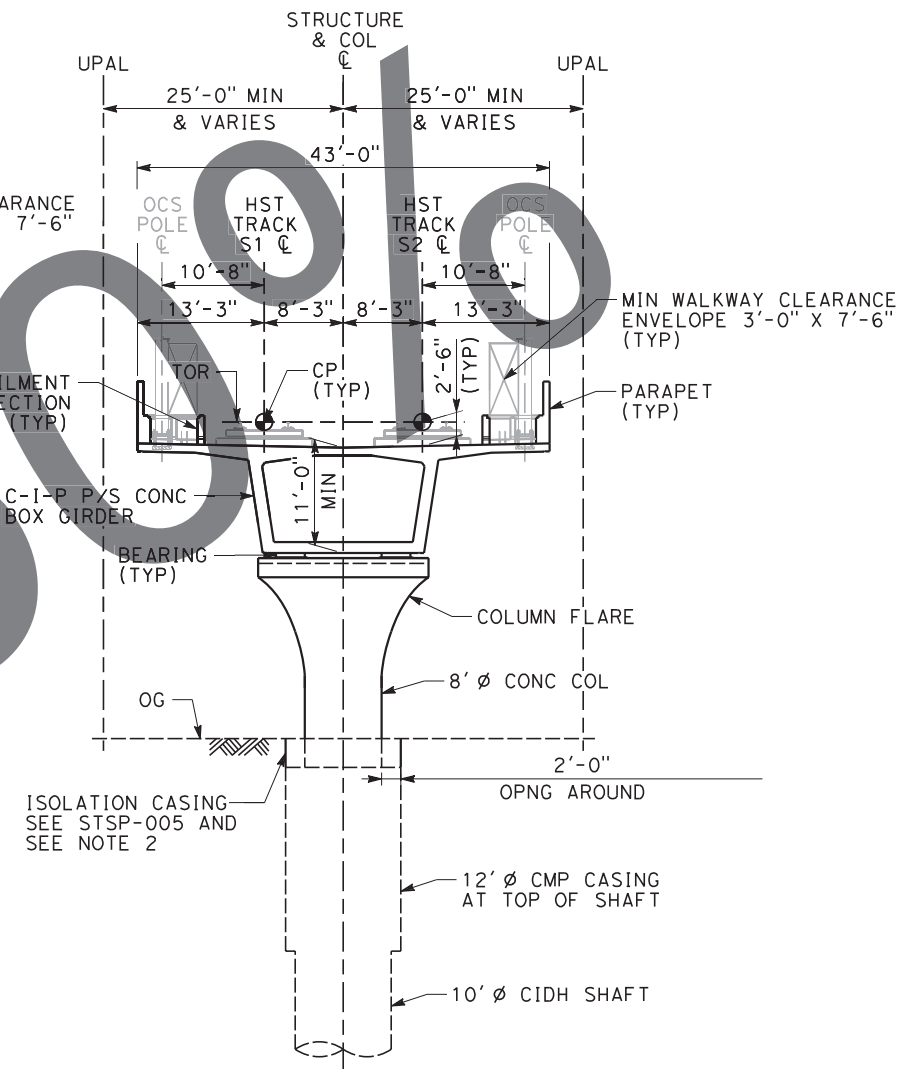
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SECTION B
SCALE: 1" = 10'-0" J1101



SECTION B1
SCALE: 1" = 10'-0" J1101



SECTION C
SCALE: 1" = 10'-0" J1103
J1104
J1106

NOTES:
1. FOR NOTES, SEE DRAWING NO. ST-J3150-SJA.

FID: S-AS-180.9

E	01/07/16				60% DESIGN SUBMITTAL
D	08/31/15				TYPE SELECTION REPORT SUBMITTAL - REV 1
C	08/25/15				DESIGN BASELINE REPORT PART 5 REV 1
B	03/27/15				TYPE SELECTION REPORT SUBMITTAL
A	03/19/15				DBR PART 5 REV 0
REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY D. JONES
DRAWN BY J. PATTON
CHECKED BY R. WONG
IN CHARGE D. JONES
DATE 05/31/2016

NOT FOR
CONSTRUCTION

CALIFORNIA HIGH-SPEED TRAIN PROJECT CP-1 AGREEMENT NO.4 HSR13-06 SUBMITTAL REVIEW IN ACCORDANCE WITH BOOK 2, PART B - GENERAL PROVISIONS - SECTION 61.2
APPROVED
SIGNED _____
DATE _____

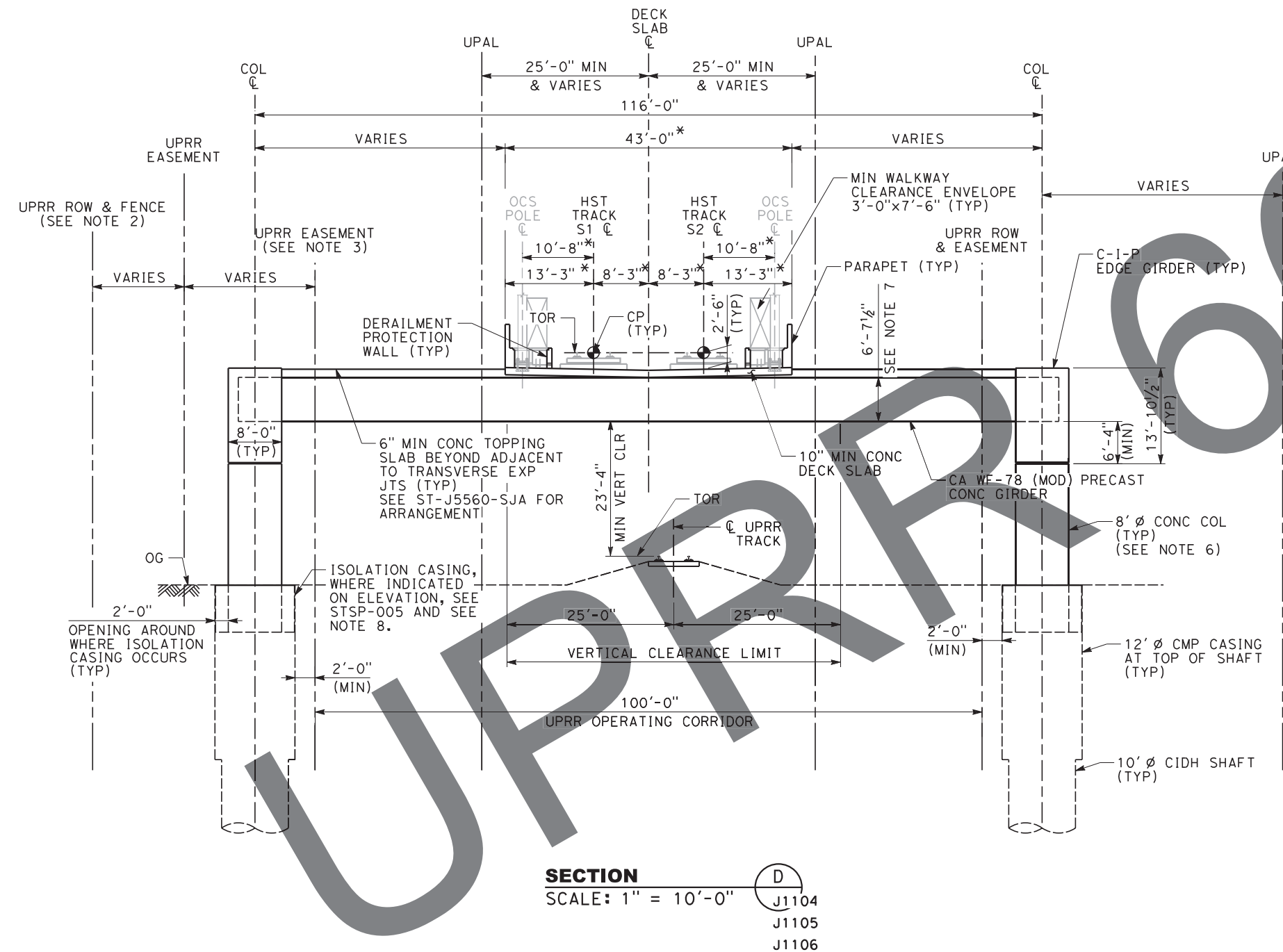


CALIFORNIA HIGH-SPEED TRAIN PROJECT CONSTRUCTION PACKAGE 1
SAN JOAQUIN RIVER VIADUCT - ATC TYPICAL SECTIONS NO. 2

CONTRACT NO. HSR13-06
DRAWING NO. ST-J3151-SJA
SCALE 1" = 10'-0"

Exhibit B 2-2.1

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NOTES:

1. FOR NOTES, SEE DRAWING NO. ST-J3150-SJA.
2. UPRR ROW AT BENTS 33 TO 46.
3. UPRR EASEMENT AT BENTS 24-32, 47-49.
4. ALL DIMENSIONS SHOWN ARE PERPENDICULAR TO THE EDGE GIRDER AND THE ϕ UPRR TRACK UON.
- * 5. DIMENSIONS ARE PERPENDICULAR TO THE ϕ HST TRACK S2.
6. COLUMN FOR TYPICAL BENT SHOWN. AT BENTS WITH EXPANSION JOINTS, 8'x13" OBLONG COLUMN IS USED INSTEAD. SEE BENT TYPE F DRAWINGS FOR DETAILS.
7. THE DIMENSION ONLY INCLUDES THE GIRDERS. ADDITIONAL BUILD UP ON TOP OF THE GIRDERS IS REQUIRED TO ACHIEVE THE SPECIFIED ELEVATIONS.
8. PROVIDE MINIMUM 3 FT. COVER OVER CIDH SHAFTS WHERE NO ISOLATION CASING IS REQUIRED.

ESOC-001 FOR PERGOLA FOUNDATIONS ONLY

FID: S-AS-180.9

F	05/31/16				90% DESIGN SUBMITTAL
a	01/18/16				ESOC - 001 - PREGOLA FOUNDATIONS ONLY
E	01/07/16				60% DESIGN SUBMITTAL
D	08/31/15				TYPE SELECTION REPORT SUBMITTAL - REV 1
C	08/25/15				DESIGN BASELINE REPORT PART 5 REV 1
REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY	K. FORARS
DRAWN BY	J. PATTON
CHECKED BY	R. SULLIVAN
IN CHARGE	D. JONES
DATE	05/31/2016

CALIFORNIA HIGH-SPEED TRAIN PROJECT CP-1 AGREEMENT NO. HSR13-06 SUBMITTAL REVIEW IN ACCORDANCE WITH BOOK 2 PART B - GENERAL PROVISIONS - SECTION 61.2	
APPROVED	
SIGNED	_____
DATE	_____



CALIFORNIA HIGH-SPEED TRAIN PROJECT
CONSTRUCTION PACKAGE 1

SAN JOAQUIN RIVER VIADUCT - ATC
TYPICAL SECTIONS NO. 3

CONTRACT NO.	HSR13-06
DRAWING NO.	ST-J3152-SJA
SCALE	1" = 10'-0"

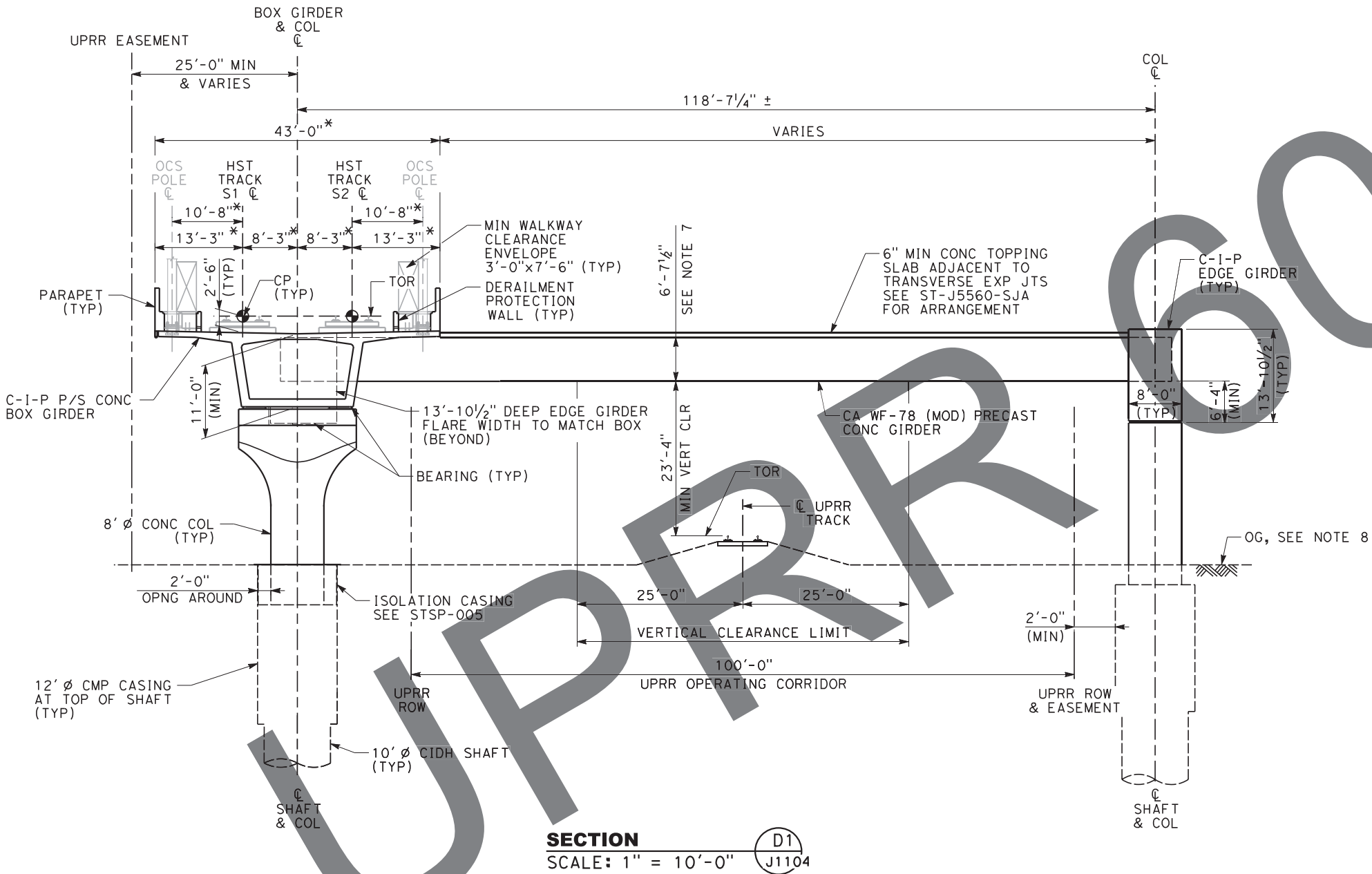
Exhibit B 2-2.2

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NOTES:

1. FOR NOTES, SEE DRAWING NOS. ST-J3150-SJA AND ST-J3152-SJA.

*2. SEE NOTES 4 AND 5 ON DRAWING NO. ST-J3152-SJA.



SECTION
SCALE: 1" = 10'-0" (D1 J1104)

ESOC-001 FOR PERGOLA
FOUNDATIONS ONLY

FID: S-AS-180.9

F	05/31/16				90% DESIGN SUBMITTAL
a	01/18/16				ESOC - 001 - PERGOLA FOUNDATIONS ONLY
E	01/07/16				60% DESIGN SUBMITTAL
D	08/31/15				TYPE SELECTION REPORT SUBMITTAL - REV 1
C	08/25/15				DESIGN BASELINE REPORT PART 5 REV 1
REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY K. FORARS
DRAWN BY J. PATTON
CHECKED BY R. SULLIVAN
IN CHARGE D. JONES
DATE 05/31/2016

CALIFORNIA HIGH-SPEED TRAIN PROJECT CP-1 AGREEMENT NO.4 HSR13-06 SUBMITTAL REVIEW IN ACCORDANCE WITH BOOK 2, PART B - GENERAL PROVISIONS - SECTION 61.2
APPROVED
SIGNED _____
DATE _____



CALIFORNIA HIGH-SPEED TRAIN PROJECT
CONSTRUCTION PACKAGE 1

SAN JOAQUIN RIVER VIADUCT - ATC
TYPICAL SECTIONS NO. 4

CONTRACT NO. HSR13-06
DRAWING NO. ST-J3153-SJA
SCALE 1" = 10'-0"

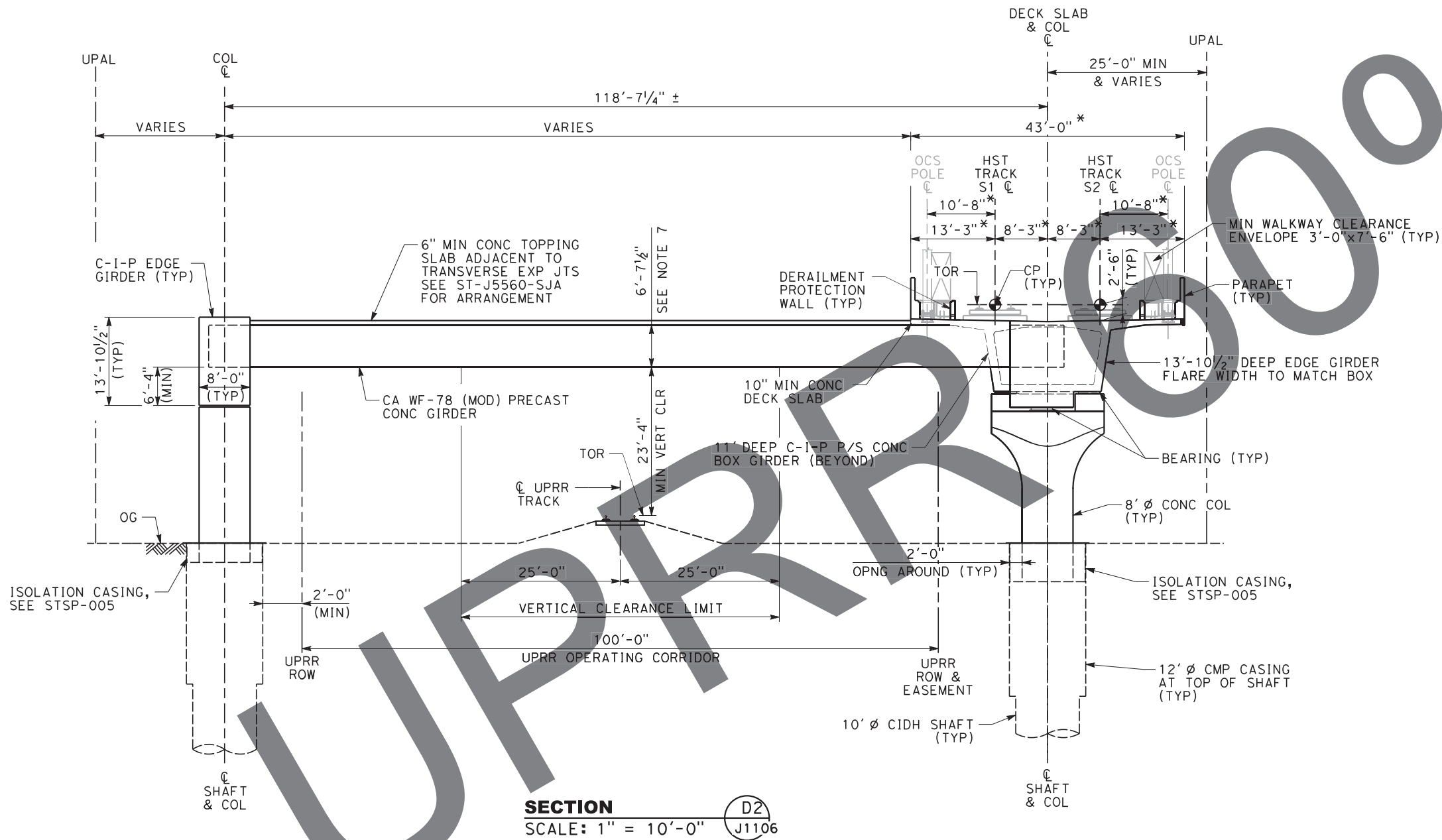
Exhibit B 2-2.3

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NOTES:

1. FOR NOTES, SEE DRAWING NOS. ST-J3150-SJA AND ST-J3152-SJA.

* 2. SEE NOTES 4 AND 5 ON DRAWING NO. ST-J3152-SJA.



SECTION
SCALE: 1" = 10'-0" (D2 J1106)

ESOC-001 FOR PERGOLA
FOUNDATIONS ONLY

FID: S-AS-180.9

F	05/31/16				90% DESIGN SUBMITTAL
a	01/18/16				ESOC - 001 - PERGOLA FOUNDATIONS ONLY
E	01/07/16				60% DESIGN SUBMITTAL
D	08/31/15				TYPE SELECTION REPORT SUBMITTAL - REV 1
C	08/25/15				DESIGN BASELINE REPORT PART 5 REV 1
REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY	K. FORARS
DRAWN BY	J. PATTON
CHECKED BY	R. SULLIVAN
IN CHARGE	D. JONES
DATE	05/31/2016

CALIFORNIA HIGH-SPEED
TRAIN PROJECT CP-1
AGREEMENT NO.4 HSR13-06
SUBMITTAL REVIEW IN
ACCORDANCE WITH BOOK 2,
PART B - GENERAL
PROVISIONS - SECTION 61.2

APPROVED

SIGNED _____

DATE _____



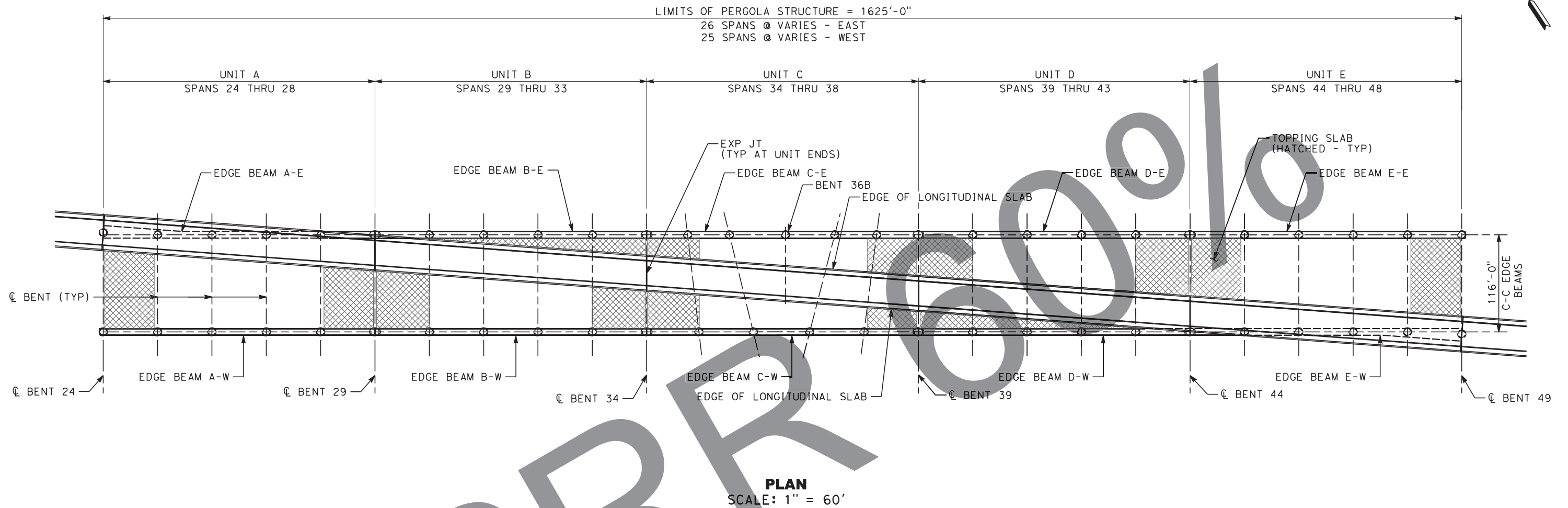
CALIFORNIA HIGH-SPEED TRAIN PROJECT
CONSTRUCTION PACKAGE 1

SAN JOAQUIN RIVER VIADUCT - ATC
TYPICAL SECTIONS NO. 5

CONTRACT NO.	HSR13-06
DRAWING NO.	ST-J3154-SJA
SCALE	1" = 10'-0"

Exhibit B 2-2.4

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NOTES:

- SEE DRAWING NOS. ST-J5561-SJA THRU ST-J5565-SJA FOR FRAMING PLANS OF UNIT A THRU UNIT E.

FID: S-AS-180.9

REV	DATE	BY	CHK	APP	DESCRIPTION
B	05/31/16				90% DESIGN SUBMITTAL
A	01/07/16				60% DESIGN SUBMITTAL

DESIGNED BY K. FORARS
DRAWN BY J. PATTON
CHECKED BY R. SULLIVAN
IN CHARGE K. FORARS
DATE 05/31/2016

**NOT FOR
CONSTRUCTION**

CALIFORNIA HIGH-SPEED
TRAIN PROJECT CP-1
AGREEMENT NO.4 HSR13-06
SUBMITTAL REVIEW IN
ACCORDANCE WITH BOOK 2,
PART B - GENERAL
PROVISIONS - SECTION 61.2

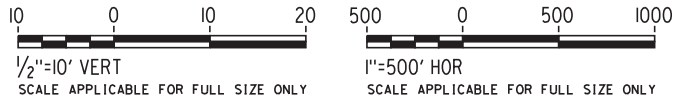
APPROVED

SIGNED _____
DATE _____

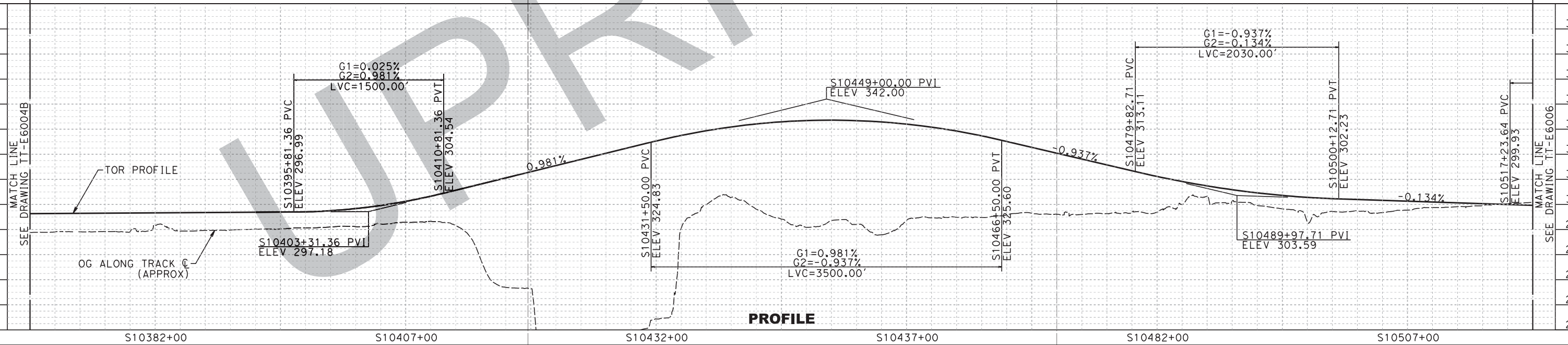
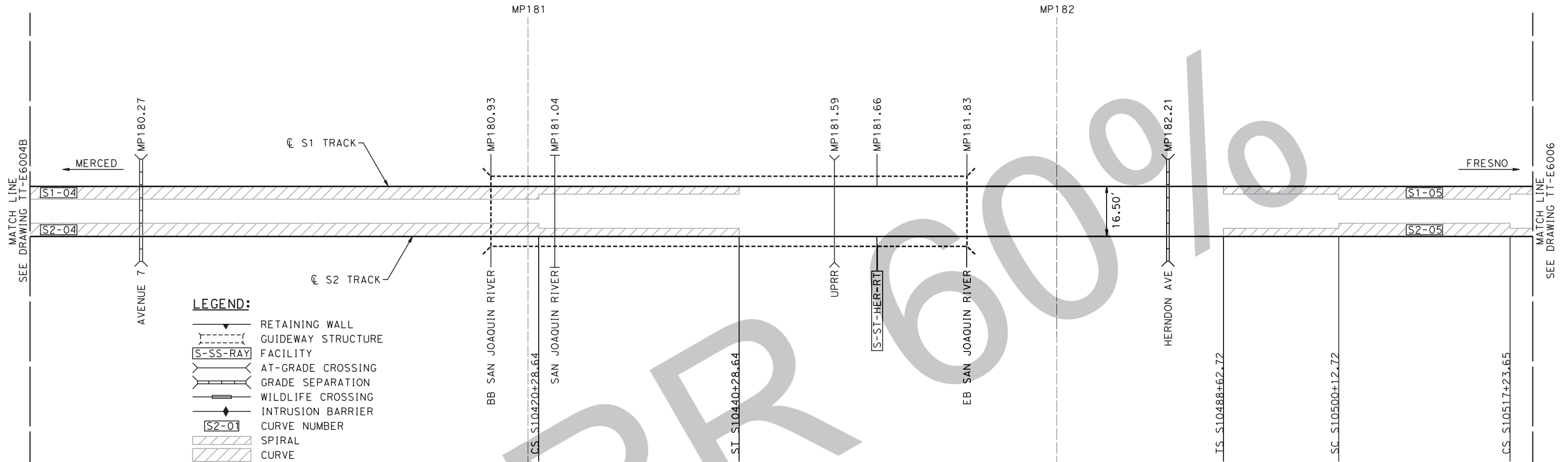


CALIFORNIA HIGH-SPEED TRAIN PROJECT CONSTRUCTION PACKAGE 1		CONTRACT NO. HSR13-06
SAN JOAQUIN RIVER VIADUCT - ATC UPRR CROSSING - PERGOLA LAYOUT		DRAWING NO. ST-J5560-SJA
		SCALE 1"=60'
		Exhibit B 2-3

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ALIGNMENT



REV	DATE	BY	CHK	APP	DESCRIPTION
B	11/03/15				90% GUIDEWAY STA 10304+00.00 TO 10691+50.00
A	10/24/14				60% GUIDEWAY STA 10304+00.00 TO 10691+50.00

DESIGNED BY A. SOBOLEWSKA
DRAWN BY A. SOBOLEWSKA
CHECKED BY A. FERNANDEZ
IN CHARGE S. GOOLLA
DATE 11/03/2015

90% SUBMITTAL

NOT FOR
CONSTRUCTION

CALIFORNIA HIGH-SPEED TRAIN PROJECT CP-1 AGREEMENT NO.4 HSR13-06 SUBMITTAL REVIEW IN ACCORDANCE WITH BOOK 2, PART B - GENERAL PROVISIONS - SECTION 61.2
APPROVED
SIGNED _____
DATE _____



CALIFORNIA
HIGH-SPEED RAIL AUTHORITY

CALIFORNIA HIGH-SPEED TRAIN PROJECT CONSTRUCTION PACKAGE 1

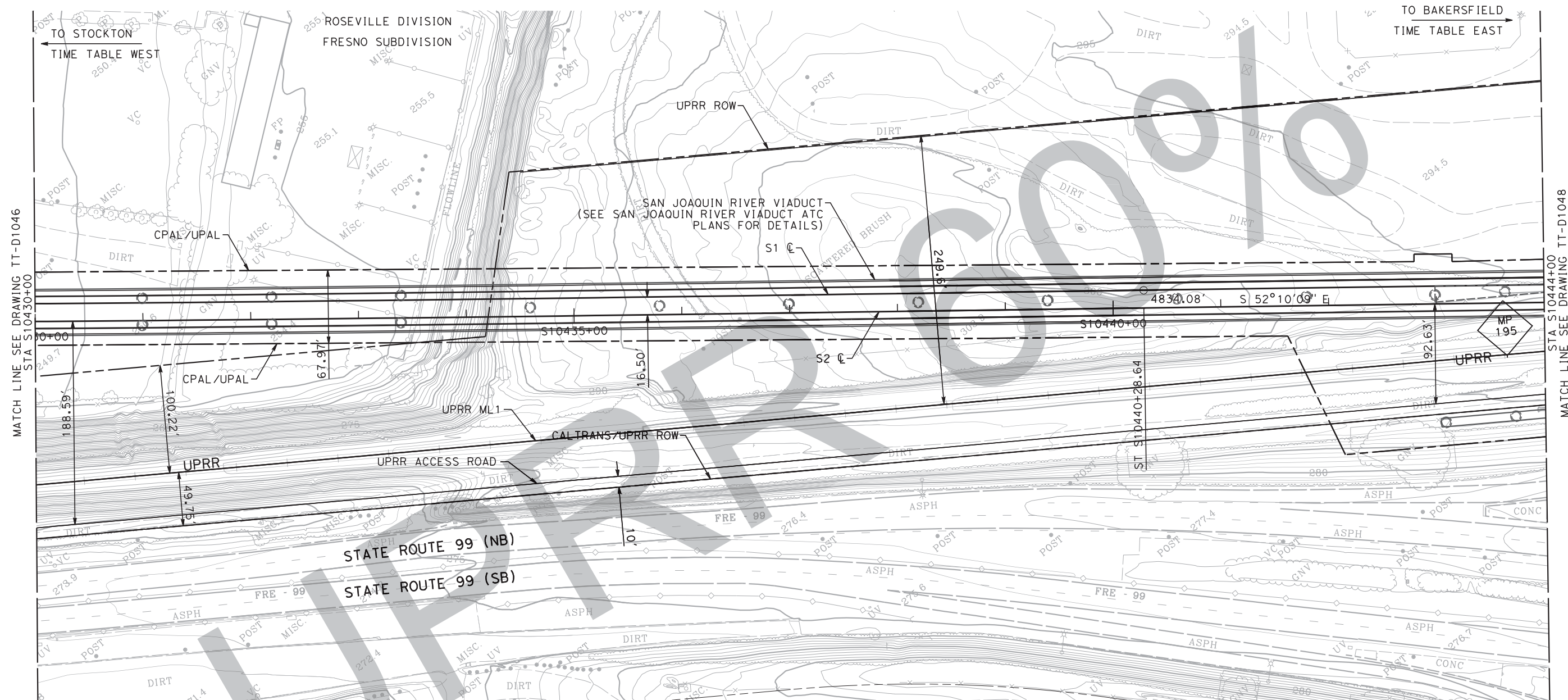
TRACK CHART
SHEET 2 OF 4

CONTRACT NO. HSR13-06
DRAWING NO. TT-E6005
SCALE AS SHOWN

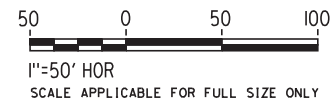
Exhibit B 3-1

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CITY OF FRESNO



PLAN



F	11/03/15				90% GUIDEWAY STA 10304+00.00 TO 10691+50.00
E	08/25/15				DESIGN BASELINE REPORT PART 5 REV 1
D	03/19/15				DESIGN BASELINE REPORT PART 5 REV 0
C	10/24/14				60% GUIDEWAY STA 10304+00.00 TO 10691+50.00
B	07/11/14				DESIGN BASELINE REPORT
REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY A. SOBOLEWSKA
DRAWN BY A. SOBOLEWSKA
CHECKED BY A. FERNANDEZ
IN CHARGE S. GOOLLA
DATE 11/03/2015

90% SUBMITTAL

NOT FOR
CONSTRUCTION

CALIFORNIA HIGH-SPEED TRAIN PROJECT CP-1 AGREEMENT NO.4 HSR13-06 SUBMITTAL REVIEW IN ACCORDANCE WITH BOOK 2, PART B - GENERAL PROVISIONS - SECTION 61.2
APPROVED
SIGNED _____
DATE _____



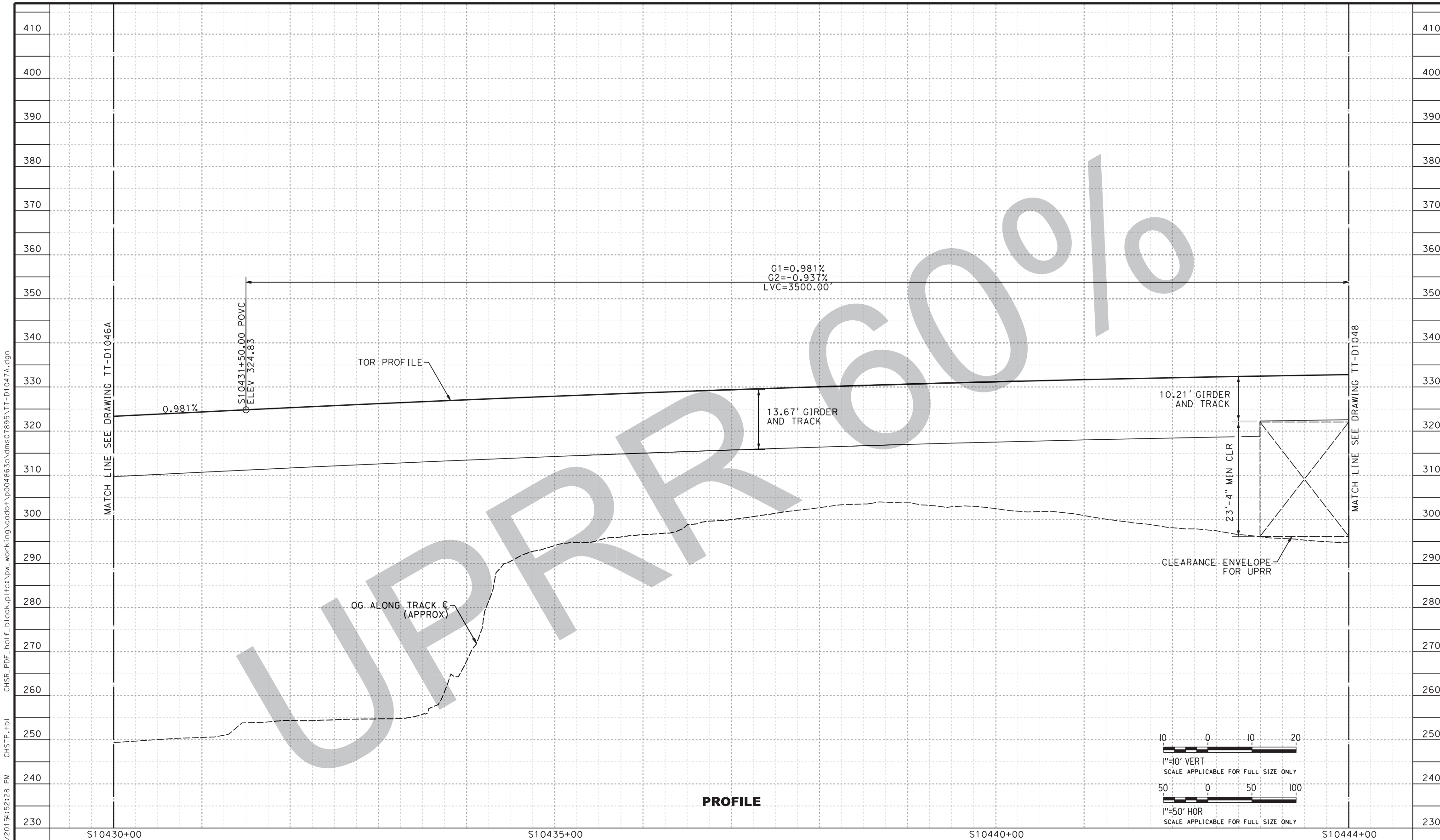
CALIFORNIA HIGH-SPEED TRAIN PROJECT
CONSTRUCTION PACKAGE 1

TRACK GUIDEWAY
STA S10430+00 TO S10444+00
PLAN

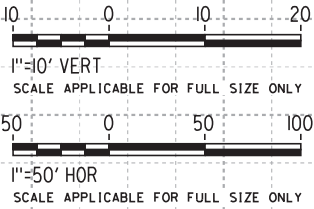
CONTRACT NO. HSR13-06
DRAWING NO. TT-D1047
SCALE AS SHOWN

Exhibit B 3-2.1

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PROFILE

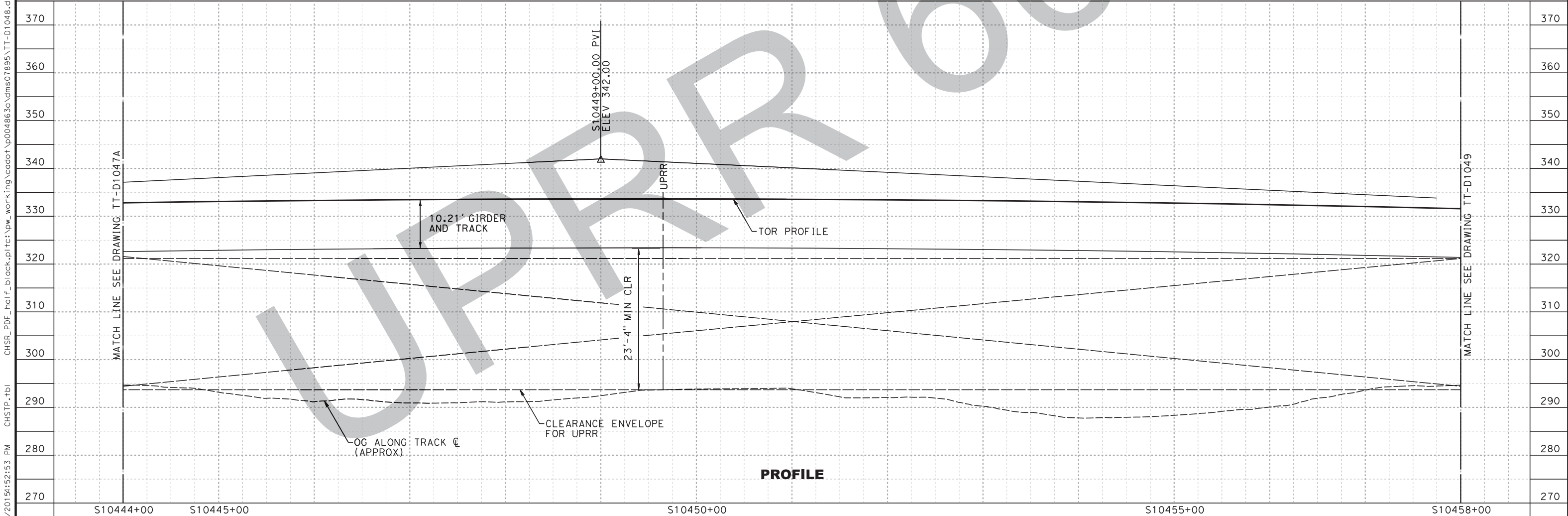
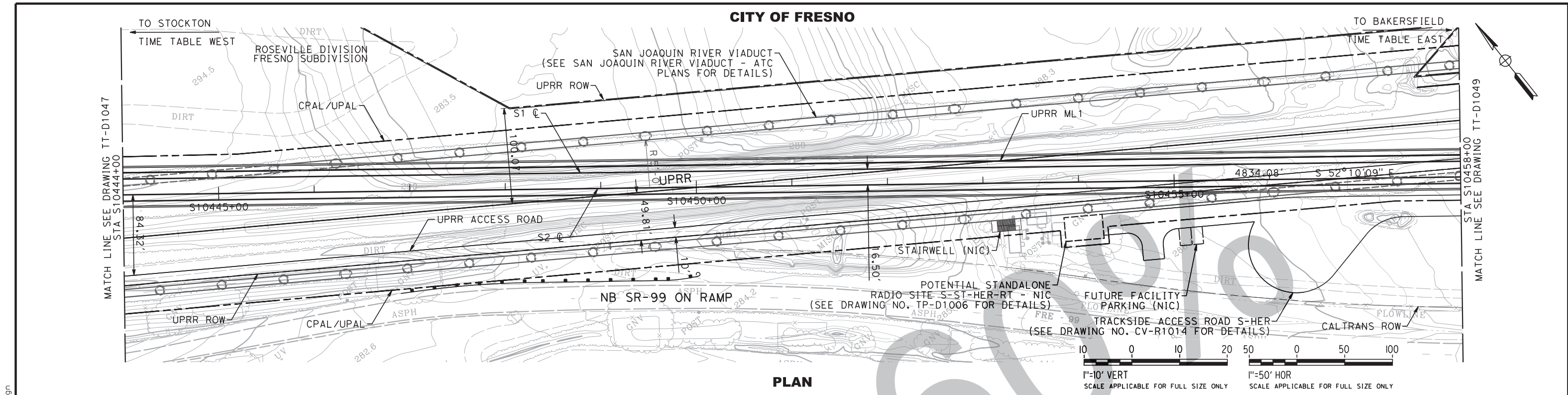


F	11/03/15				90% GUIDEWAY STA 10304+00.00 TO 10691+50.00	DESIGNED BY A. SOBOLEWSKA	90% SUBMITTAL	CALIFORNIA HIGH-SPEED TRAIN PROJECT CP-1 AGREEMENT NO.4 HSR13-06 SUBMITTAL REVIEW IN ACCORDANCE WITH BOOK 2, PART B - GENERAL PROVISIONS - SECTION 61.2	Tutor Perini	ZACHRY		CALIFORNIA HIGH-SPEED RAIL AUTHORITY	CALIFORNIA HIGH-SPEED TRAIN PROJECT CONSTRUCTION PACKAGE 1	CONTRACT NO. HSR13-06
E	08/25/15				DESIGN BASELINE REPORT PART 5 REV 1	DRAWN BY A. SOBOLEWSKA								
D	03/19/15				DESIGN BASELINE REPORT PART 5 REV 0	CHECKED BY A. FERNANDEZ								
C	10/24/14				60% GUIDEWAY STA 10304+00.00 TO 10691+50.00	IN CHARGE S. GOOLLA								
B	07/11/14				DESIGN BASELINE REPORT	DATE 11/03/2015								
REV	DATE	BY	CHK	APP	DESCRIPTION	DATE							TRACK GUIDEWAY STA S10430+00 TO S10444+00 PROFILE	DRAWING NO. TT-D1047A

Exhibit B 3-2.2

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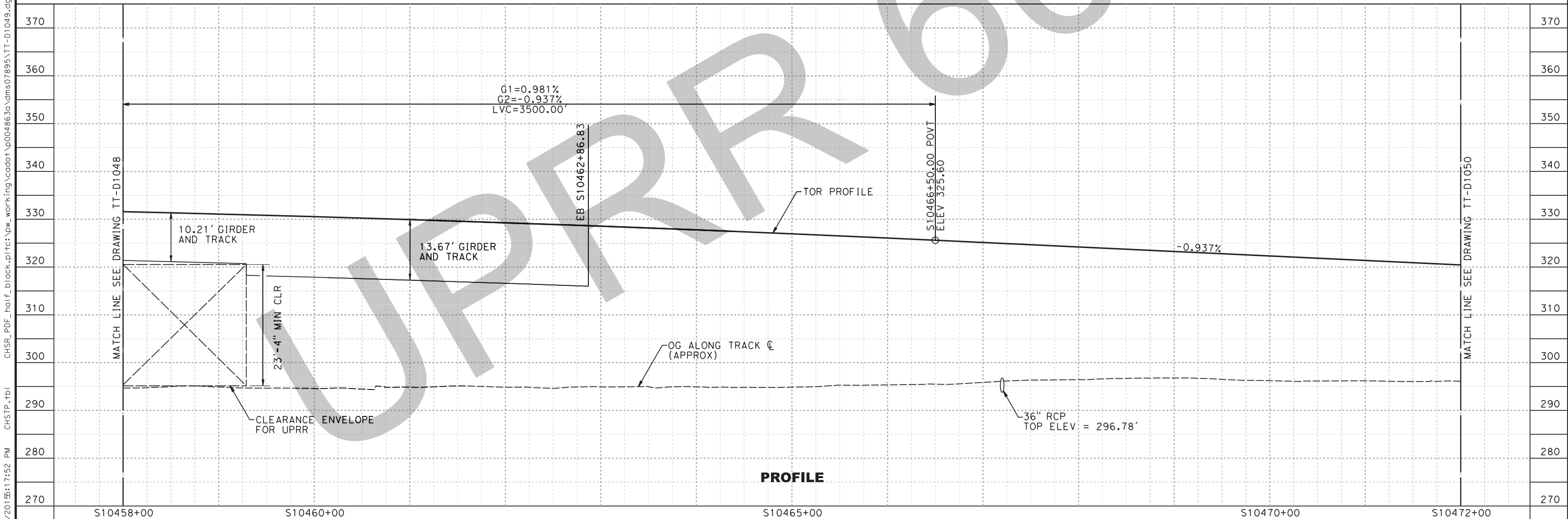
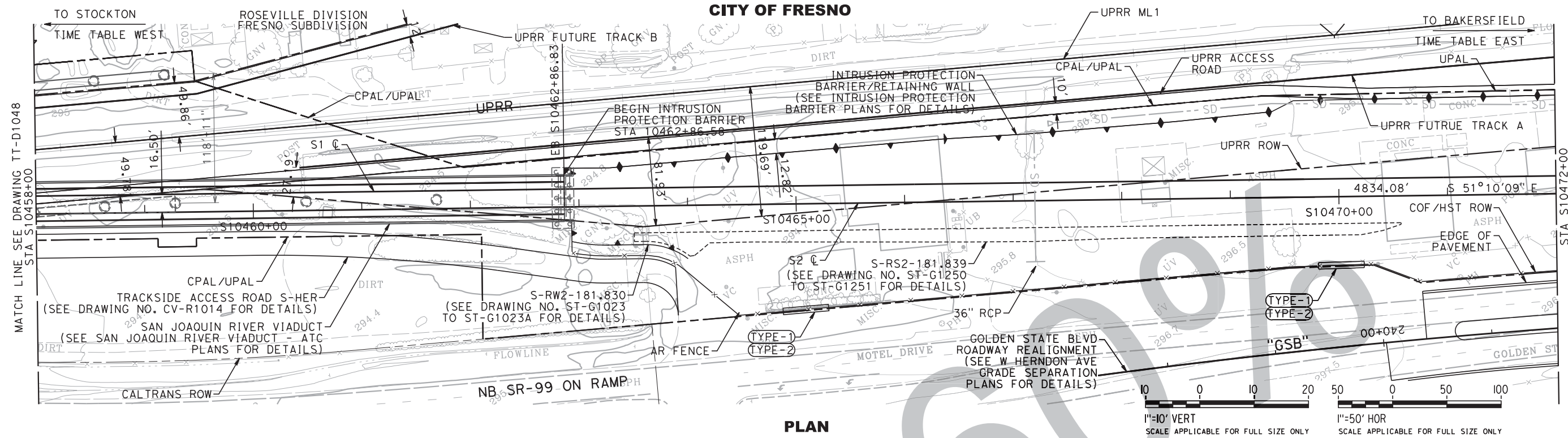
p004863a



F	11/03/15				90% GUIDEWAY STA 10304+00.00 TO 10691+50.00	DESIGNED BY A. SOBOLEWSKA	90% SUBMITTAL	NOT FOR CONSTRUCTION	APPROVED SIGNED _____ DATE _____	 	CALIFORNIA HIGH-SPEED TRAIN PROJECT CONSTRUCTION PACKAGE 1	TRACK GUIDEWAY STA S10444+00 TO S10458+00 PLAN AND PROFILE	CONTRACT NO. HSR13-06
E	08/25/15				DESIGN BASELINE REPORT PART 5 REV 1	DRAWN BY A. SOBOLEWSKA							DRAWING NO. TT-D1048
D	03/19/15				DESIGN BASELINE REPORT PART 5 REV 0	CHECKED BY A. FERNANDEZ							SCALE AS SHOWN
C	10/24/14				60% GUIDEWAY STA 10304+00.00 TO 10691+50.00	IN CHARGE S. GOOLLA							Exhibit B 3-2.3
B	07/11/14				DESIGN BASELINE REPORT	DATE 11/03/2015							
REV	DATE	BY	CHK	APP	DESCRIPTION								

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REV	DATE	BY	CHK	APP	DESCRIPTION
F	11/03/15				90% GUIDEWAY STA 10304+00.00 TO 10691+50.00
E	08/25/15				DESIGN BASELINE REPORT PART 5 REV 1
D	03/19/15				DESIGN BASELINE REPORT PART 5 REV 0
C	10/24/14				60% GUIDEWAY STA 10304+00.00 TO 10691+50.00
B	07/11/14				DESIGN BASELINE REPORT

DESIGNED BY A. SOBOLEWSKA	90% SUBMITTAL	CALIFORNIA HIGH-SPEED TRAIN PROJECT CP-1 AGREEMENT NO.4 HSR13-06 SUBMITTAL REVIEW IN ACCORDANCE WITH BOOK 2, PART B - GENERAL PROVISIONS - SECTION 61.2
DRAWN BY A. SOBOLEWSKA		APPROVED
CHECKED BY A. FERNANDEZ		SIGNED _____
IN CHARGE S. GOOLLA		DATE _____
DATE 11/03/2015		

Tutor Perini		CALIFORNIA HIGH-SPEED RAIL AUTHORITY
ZACHRY		
PARSONS A joint venture		

CALIFORNIA HIGH-SPEED TRAIN PROJECT CONSTRUCTION PACKAGE 1		CONTRACT NO. HSR13-06
TRACK GUIDEWAY STA S10458+00 TO S10472+00 PLAN AND PROFILE		DRAWING NO. TT-D1049
		SCALE AS SHOWN

Exhibit B 3-2.4

Exhibit C

Local Project Support

Exhibit C1 – Caltrans Concurrence

I, **Garth Fernandez**, an employee of the **California Department of Transportation (Caltrans)** and authorized to sign this letter of agreement on its behalf, hereby declare that Caltrans concurs with the proposed CP1 Project at San Joaquin River Viaduct as described in the Project Report dated September 8, 2016 for the HST encroachment in the State Highway System along the Golden State Blvd northbound on-ramp.



Garth Fernandez
Project Manager

Date

9/8/2016

California Department of Transportation
2015 E Shields Ave, Suite 100
Fresno, CA 93726

Exhibit C

Local Project Support

Exhibit C2 – UPRR Concurrence



BUILDING AMERICA®

May 26, 2016

Marvin Kennix
Utilities Engineer
California Public Utilities Commission
Safety and Enforcement Division
Rail Crossings Engineering Branch
180 Promenade Circle, Suite 115
Sacramento, CA 95834-2939

RE: New Rail to Rail Overhead Structure, Fresno, CA, Fresno Subdivision, MP 195.12, No DOT#

Dear Mr. Kennix:

Union Pacific Railroad Company ("UPRR") conceptually approves of the San Joaquin River Viaduct Overcrossing ("the Project") proposed by CA High-Speed Rail Authority ("CHSRA") to be located in the general vicinity of milepost 195.12 on UPRR's Fresno Subdivision. UPRR's approval is pending the railroad's review and approval of CHSRA's Final design plans for the Project and the negotiation and execution by UPRR and CHSRA of various agreements related to the Project, including without limitation, a Construction and Maintenance agreement.

Sincerely,

Mary Schroll
Sr. Manager Industry and Public Projects

Exhibit D

Scoping Memo

Scoping Memo Information for Applications

A. Category (Check the category that is most appropriate)

☐ **Adjudicatory** - “Adjudicatory” proceedings are: (1) enforcement investigations into possible violations of any provision of statutory law or order or rule of the Commission; and (2) complaints against regulated entities, including those complaints that challenge the accuracy of a bill, but excluding those complaints that challenge the reasonableness of rates or charges, past, present, or future, such as **formal rough crossing complaints** (maximum 12 month process if hearings are required).

☒ **Ratesetting** - “Ratesetting” proceedings are proceedings in which the Commission sets or investigates rates for a specifically named utility (or utilities), or establishes a mechanism that in turn sets the rates for a specifically named utility (or utilities). “Ratesetting” proceedings include complaints that challenge the reasonableness of rates or charges, past, present, or future. Other proceedings may also be categorized as ratesetting when they do not clearly fit into one category, such as **railroad crossing applications** (maximum 18 month process if hearings are required).

☐ **Quasi-legislative** - “Quasi-legislative” proceedings are proceedings that establish policy or rules (including generic ratemaking policy or rules) affecting a class of regulated entities, including those proceedings in which the Commission investigates rates or practices for an entire regulated industry or class of entities within the industry.

B. Are hearings necessary?

☐

Yes

☒

No

If yes, identify the material disputed factual issues on which hearings should be held, and the general nature of the evidence to be introduced. Railroad crossing applications which are not controversial usually do not require hearings.

Are public witness hearings necessary? ☐ Yes ☒ No

Public witness hearings are set up for the purpose of getting input from the general public and any entity that will not be a party to the proceeding. Such input usually involves presenting written or oral statements to the presiding officer, not sworn testimony. Public witness statements are not subject to cross-examination.

C. Issues - List here the specific issues that need to be addressed in the proceeding.
None

D. Schedule (Even if you checked “No” in B above) Should the Commission decide to hold hearings, indicate here the proposed schedule for completing the proceeding within 12 months (if categorized as adjudicatory) or 18 months (if categorized as ratesetting or quasi-legislative).

The schedule should include proposed dates for the following events as needed:

<u>September 14, 2016</u>	Filing Date
<u>October 14, 2016</u>	Comment Period
<u>January 13, 2017</u>	Proposed Decision (4 months from filing)
<u>March 14, 2017</u>	Final Decision (6 months from filing)

If hearings unexpectedly become necessary:

<u>March 14, 2017</u>	Prehearing conference
<u>June 14, 2017</u>	Hearings
<u>September 14, 2017</u>	Briefs due
<u>October 16, 2017</u>	Submission
<u>January 15, 2018</u>	Proposed decision (90 days after submission)
<u>March 14, 2018</u>	Final decision (60 days after proposed decision is mailed)

Exhibit E

Verification

I am an officer of the California High-Speed Rail Authority, Applicant herein, and am authorized to make this verification on its behalf. The contents of this document are true of my own knowledge, except as matters that are stated on information or belief, and as to those matters, I believe them to be true.

Dated this 13th day of SEPTEMBER, 2016 at Sacramento, California.

Signed



Bruce W. Armistead
Director of Operations and Maintenance
California High-Speed Rail Authority
770 L Street, Suite 620
Sacramento, CA 95814
Tel: (916) 324-1541